

# **LOUISIANA COMPLETE STREETS** and the **COMPLETE STREETS ADVISORY COUNCIL**

Ellen W. Soll, AICP  
Principal  
Soll Planning

# What are Complete Streets?



Complete Streets are streets for everyone, no matter who they are or how they travel.

A complete street in a rural area will look different from a complete street in an urban area.

Both are designed to balance safety and convenience for everyone using the road.

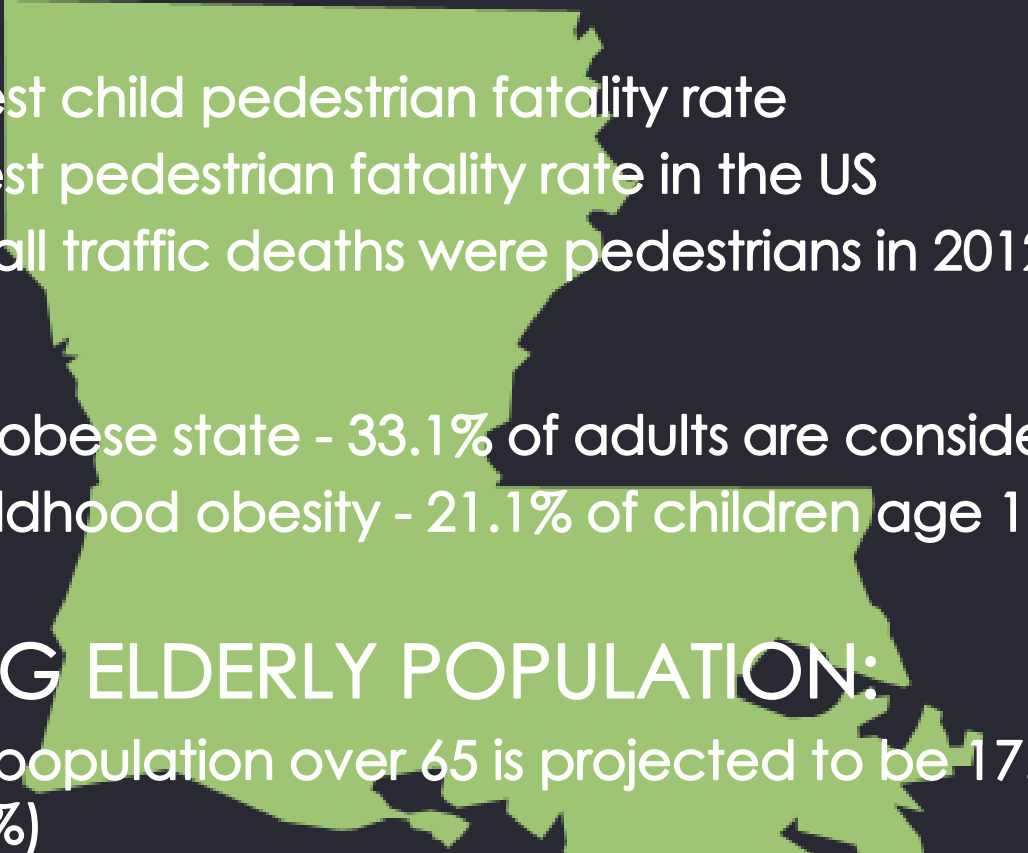


# What is a Complete Streets Policy?

- High Level Policy Direction
- Ensures that the entire right of way is planned, designed, constructed, operated and maintained to provide safe access for all users
- Incremental Approach - Long Term Results
- It is NOT
  - One 'special' street project
  - A design prescription
  - A mandate for immediate retrofit



# Why Have a Complete Streets Policy in Louisiana?

- SAFETY:
    - 3rd highest child pedestrian fatality rate
    - 5th highest pedestrian fatality rate in the US
    - 16.6% of all traffic deaths were pedestrians in 2012
  - HEALTH:
    - 6th most obese state - 33.1% of adults are considered obese
    - 4th in childhood obesity - 21.1% of children age 10-17 are obese
  - GROWING ELDERLY POPULATION:
    - by 2030, population over 65 is projected to be 17.6% (2010 was 12.5%)
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# What is Louisiana's Complete Streets Policy intended to do?

- Create a comprehensive, integrated, connected transportation network
- Balance access, mobility and safety needs
- Encourage people to walk, bike and use transit
- Safely accommodate pedestrians, bicyclists, transit users as well as motorists





A photograph of the Louisiana State Capitol building, a tall, white, classical-style structure with many windows, set against a clear blue sky. The building is surrounded by green grass and some trees in the foreground.

# Louisiana Complete Streets Policy

- **2009:** Work Group requested by legislature
- **2010:** Policy Adopted
- **2011:** Innovation for Sustaining Places Award: Best Practices and recognized for strong policy language in 2011 Complete Streets Policy Analysis Report
- **2012:** Legislature requests the re-convening of the Work Group and reporting to legislature twice annually
- **2014:** Complete Streets Advisory Council created legislatively and became law to have and maintain a policy



*“Insanity is doing the same thing over and over again and expecting different results”*

– ALBERT EINSTEIN



# Implementation

1. Retrain the Planners and Engineers
2. Restructure the Procedures
3. Rewrite the Manuals
4. Retool the Measures to Track Outcomes

# Training Opportunities



# Update Procedures

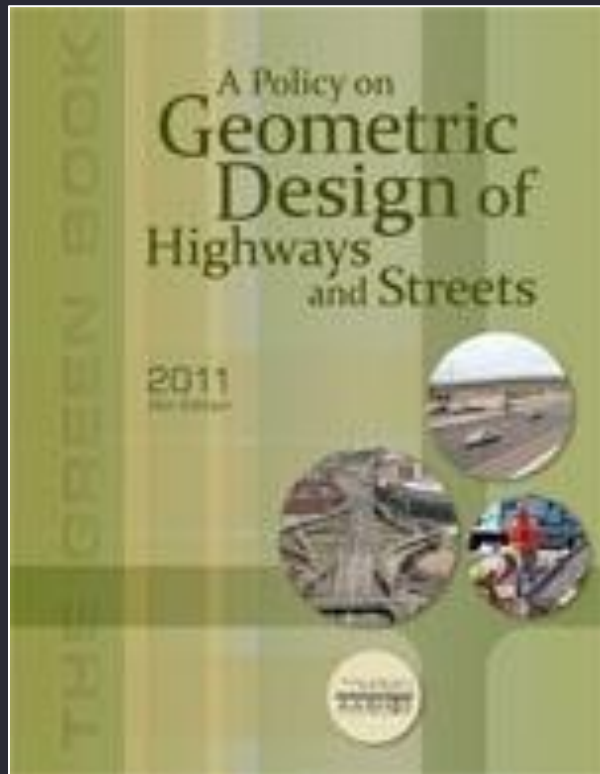
- Examples:
  - Stage 0 and Stage 1 Checklists updated to reflect Complete Streets or Bicycle and Pedestrian Needs
  - Solicitation of Views process updated to include Bicycle and Pedestrian advocacy groups
  - Rumble strips design guidance updated to reflect spacing needs of cyclists



Design



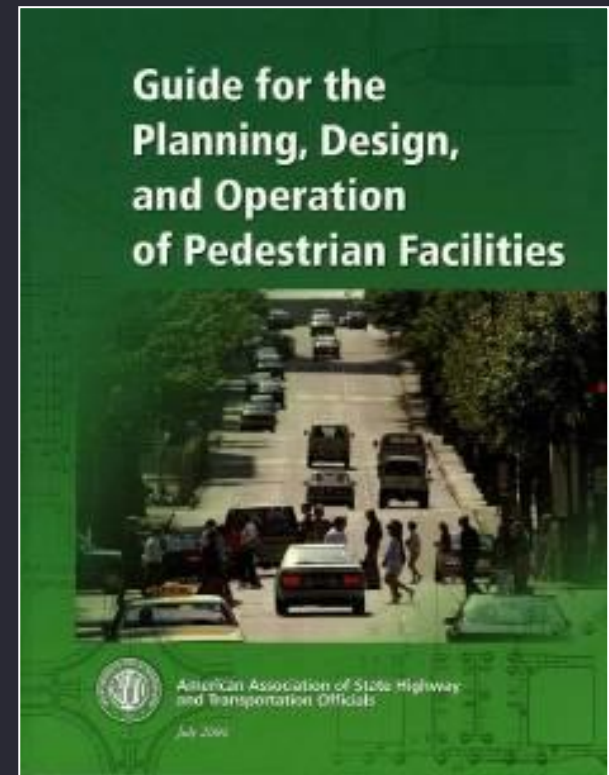
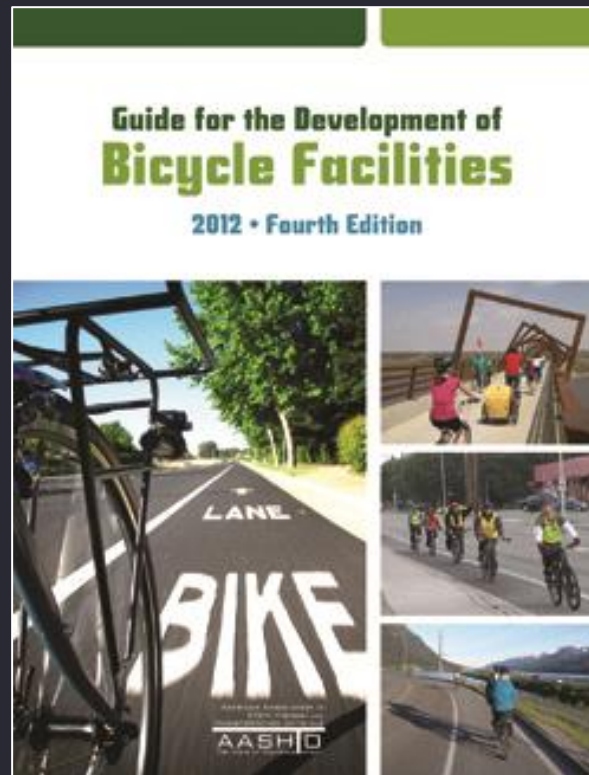
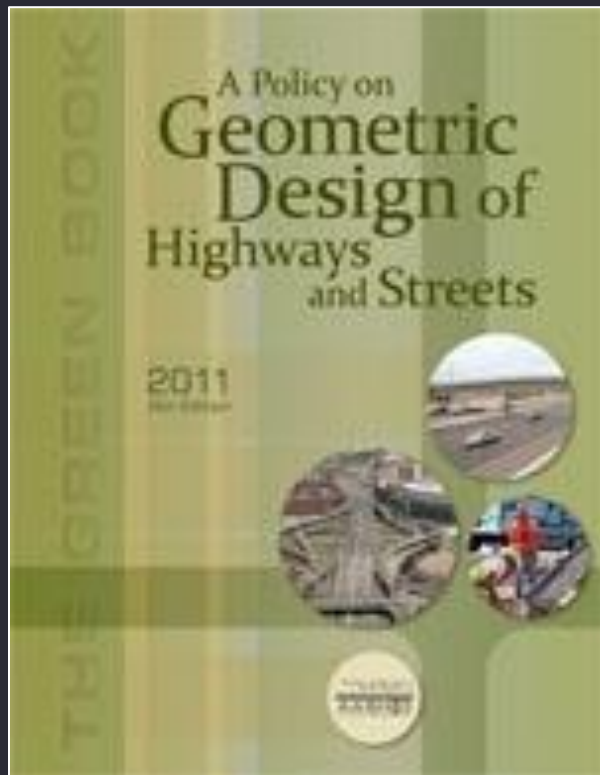
Guidance



# AASHTO

American Association of State Highway and Transportation Officials



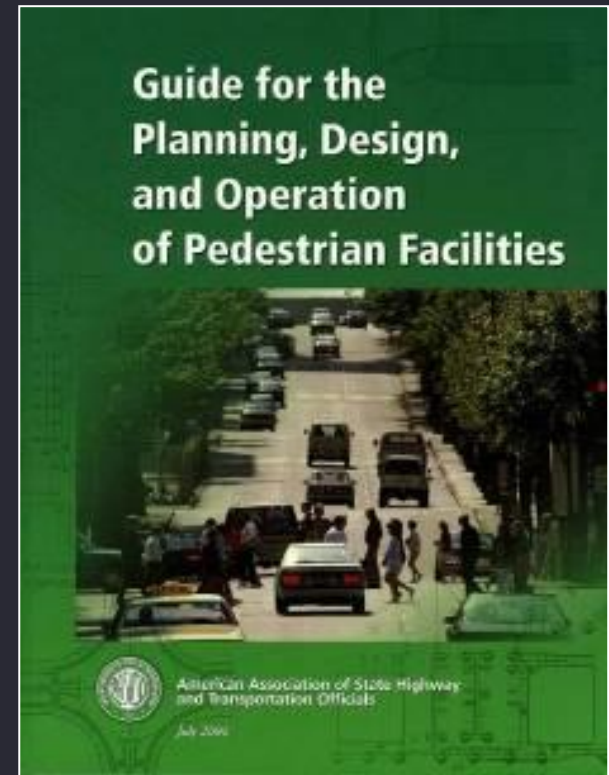
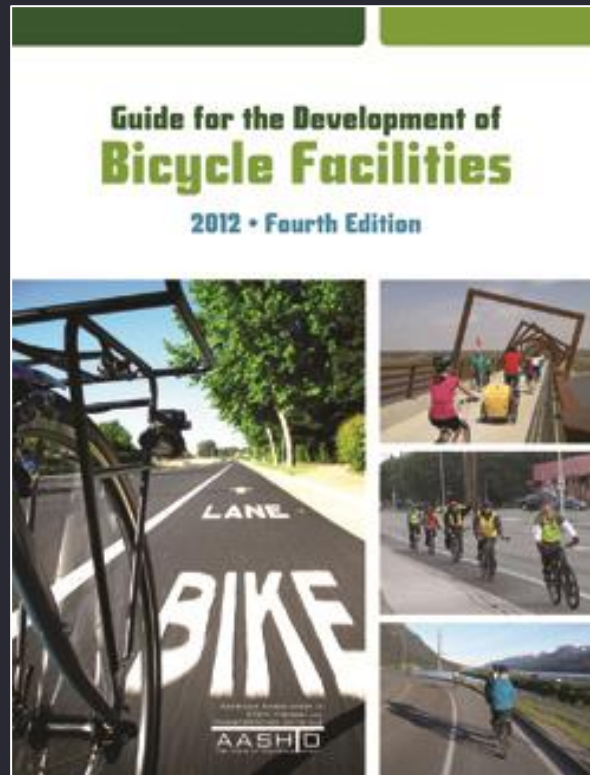
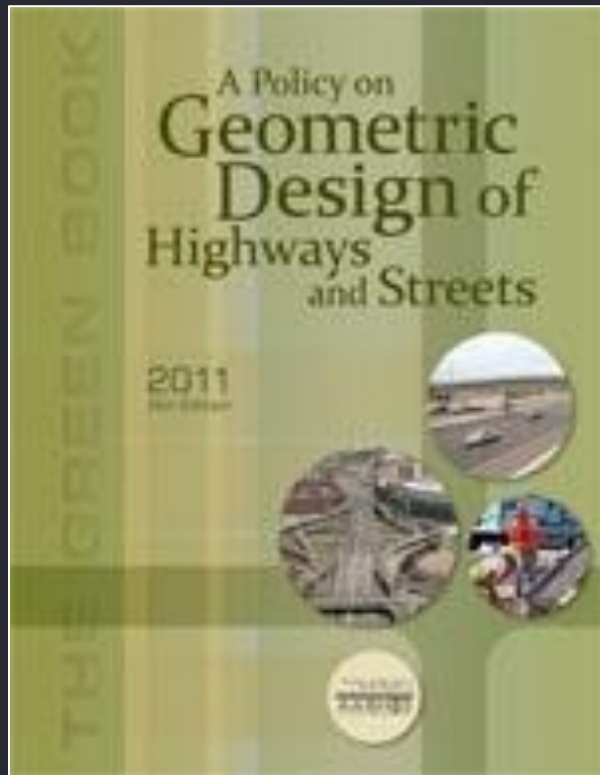


# AASHTO

American Association of State Highway and Transportation Officials

# FHWA Memo: Bicycle and Pedestrian Facility Design Flexibility (2013)

“The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities....

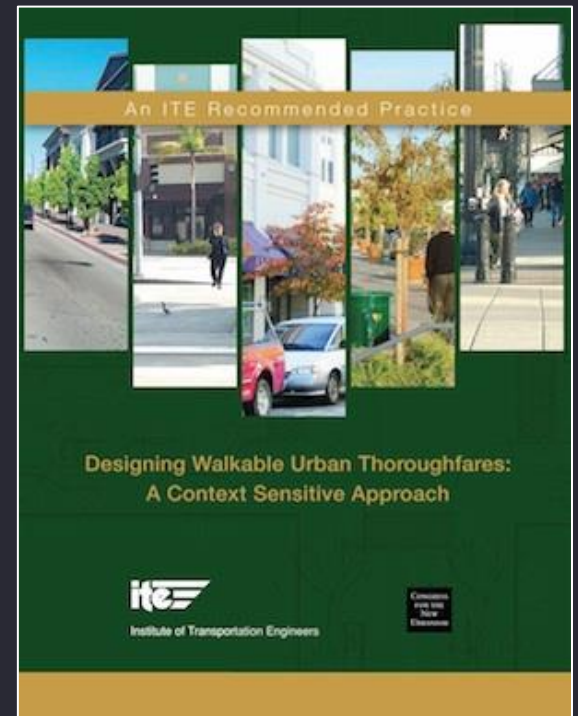
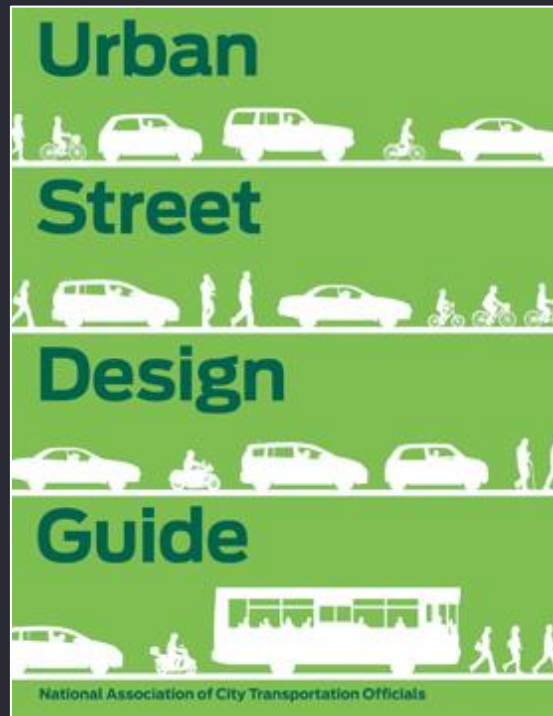
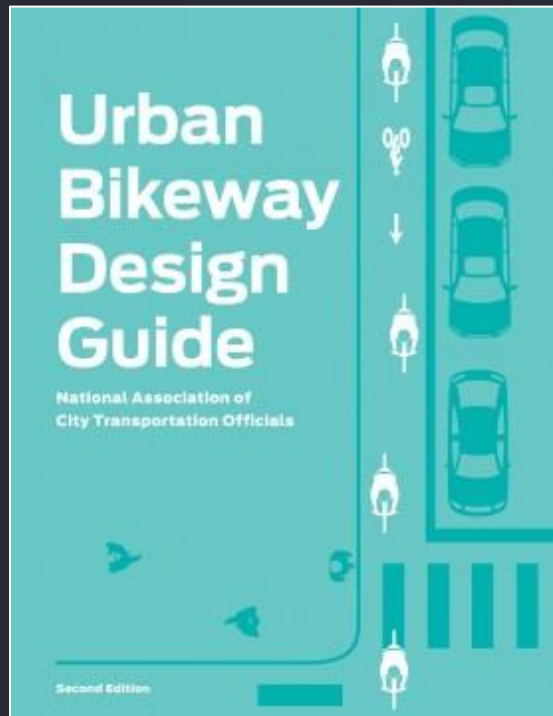


## AASHTO

American Association of State Highway and Transportation Officials

# FHWA Memo: Bicycle and Pedestrian Facility Design Flexibility (2013)

“...The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists.”

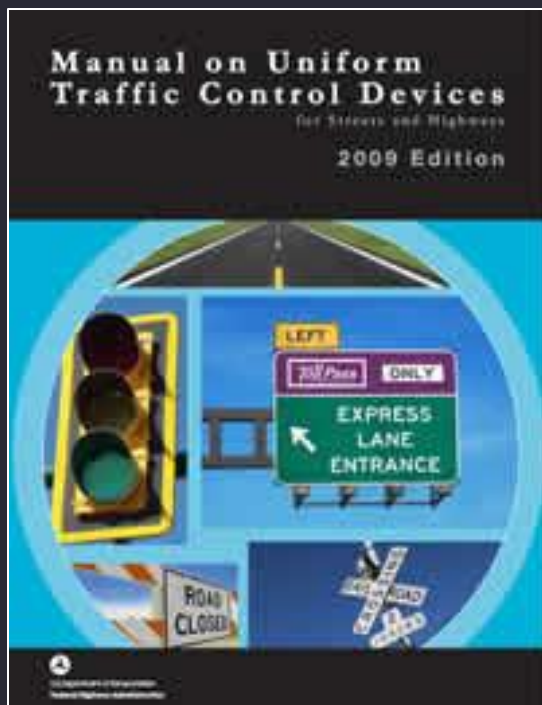


## NACTO and ITE

National Association of City Transportation Officials  
Institute of Transportation Engineers

# Bicycle Facilities and the Manual on Uniform Traffic Control Devices

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/mutcd/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/mutcd/)



## FHWA and the MUTCD

Federal Highway Administration

The Manual on Uniform Traffic Control Devices



# Bicycle and Pedestrian Program

## Legislation

## Funding

## Guidance

## Resources

### State Coordinator and FHWA Division Coordinator

Each State has a [Bicycle and Pedestrian Coordinator](#), and each [FHWA Division office](#) has a point of contact.

### FHWA Headquarters Contact

For more information, please contact [Dan Goodman](#), 202-366-9064.











[FHWA](#) → [Environment](#) → [Bicycle and Pedestrian Program](#) → [Guidance](#)

## Bicycle Facilities and the Manual on Uniform Traffic Control Devices

### Background

The Federal Highway Administration receives occasional inquiries about what bicycle facilities, signals, and markings are permitted on [Uniform Traffic Control Devices](#) (MUTCD). The table below lists various bicycle-related signs, markings, signals, and other identifies their status (e.g., can be implemented, currently experimental) in the 2009 version of the MUTCD.

If you have MUTCD related questions, please contact: [Bruce Friedman](#), MUTCD Team.

Subject to <a href="#">Experimentation</a>	Available through <a href="#">Interim Approval</a>	<a href="#">Interpretations</a>
 <a href="#">Two-Stage Turn Box</a>	 <a href="#">Green-Colored Pavement</a>	 <a href="#">Use of R4-11 Sign on Road Speed Limits Above 35mph</a>
 <a href="#">Bicycle Box</a>	 <a href="#">Alternate Design for the U.S. Bicycle Route (M1-9) Sign</a>	 <a href="#">Modified Bicycle Destination Sign</a>
 <a href="#">Dashed Bicycle Lanes</a>	 <a href="#">Bicycle Signal Faces</a>	 <a href="#">Installation of Advance T Directional Assemblies for Bike Route Signs</a>
		





[Destination Guide Signs for Shared-Use Paths](#)



[Pavement Markings for Designated Bicycle Routes](#)



[Green-Colored Pavement for Use with the Shared-Lane Marking](#)

#### Additional Resources

##### Allowable through the 2009 MUTCD

- Continuation of Bicycle Lanes up to Intersections
- Extensions of Bicycle Lanes through Intersections
- Counter-flow Bicycle Lanes
- Buffer-Separated Bicycle Lanes
- Bicycle Lanes on the Left-Hand Side of One-Way Streets
- Two-stage turn box Jughandle movement at a T-intersection
- Shared-Lane Markings
- Shared-lane markings in exclusive turn lanes
- Rotated bicycle symbols in bicycle lanes or separated bikeways at intersections and drive towards turning or entering motorists

##### Disallowed

- Combined bicycle lane/turn lane where the lane attempts to establish a bike lane
- Green channelizing devices, delineators, posts, or retroreflective elements thereof
- Yield bar pavement markings without a standard, regulatory yield sign
- Alterations of the shared lane marking symbol, including its chevrons

##### Other treatments that are not traffic control devices, so no MUTCD restriction on their use

- Separated bikeways
- Convex mirrors at conflict points to improve visibility
- Bicycle networks
- Median or refuge island for bikeway crossings

#### Additional Information

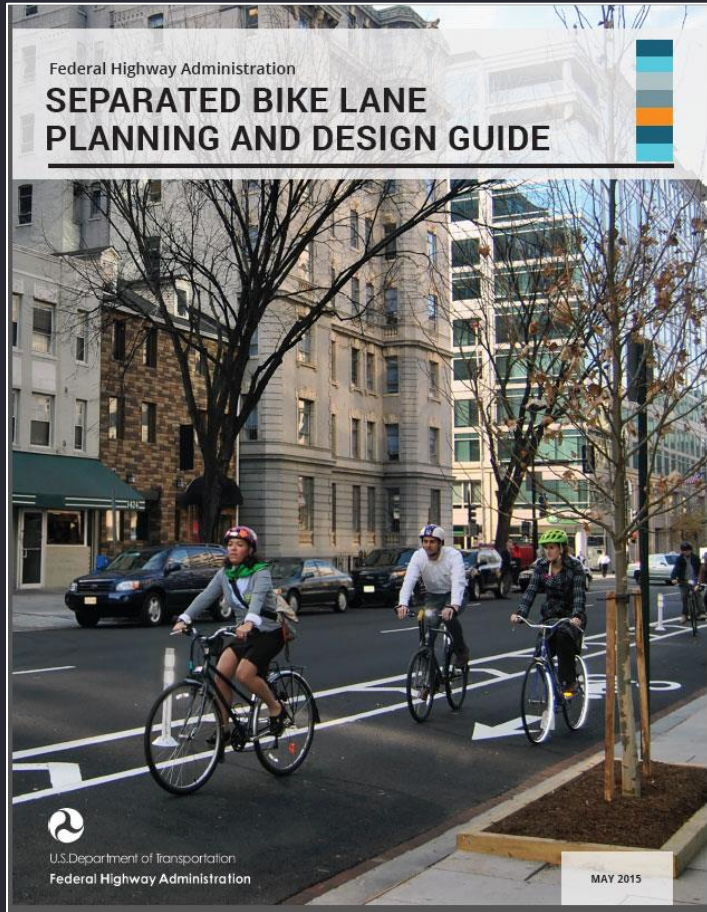
**Disclaimer:** Inclusion on this list does not constitute FHWA endorsement. The purpose of this list is to describe the status in the bicycle-related treatments. Practitioners should consult any applicable design policies, including the American Association of State Transportation Officials' [Guide for the Development of Bicycle Facilities](#), and State laws of the State within which the treatment is used. The design and implementation of traffic control devices requires careful consideration of the roadway environment to ensure road users.

#### Web Resources:

[FHWA Bicycle and Pedestrian Resources](#)

# Separated Bike Lane Planning and Design Guide

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/separated\\_bikelane\\_pdg/separatedbikelane\\_pdg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf)



# FHWA

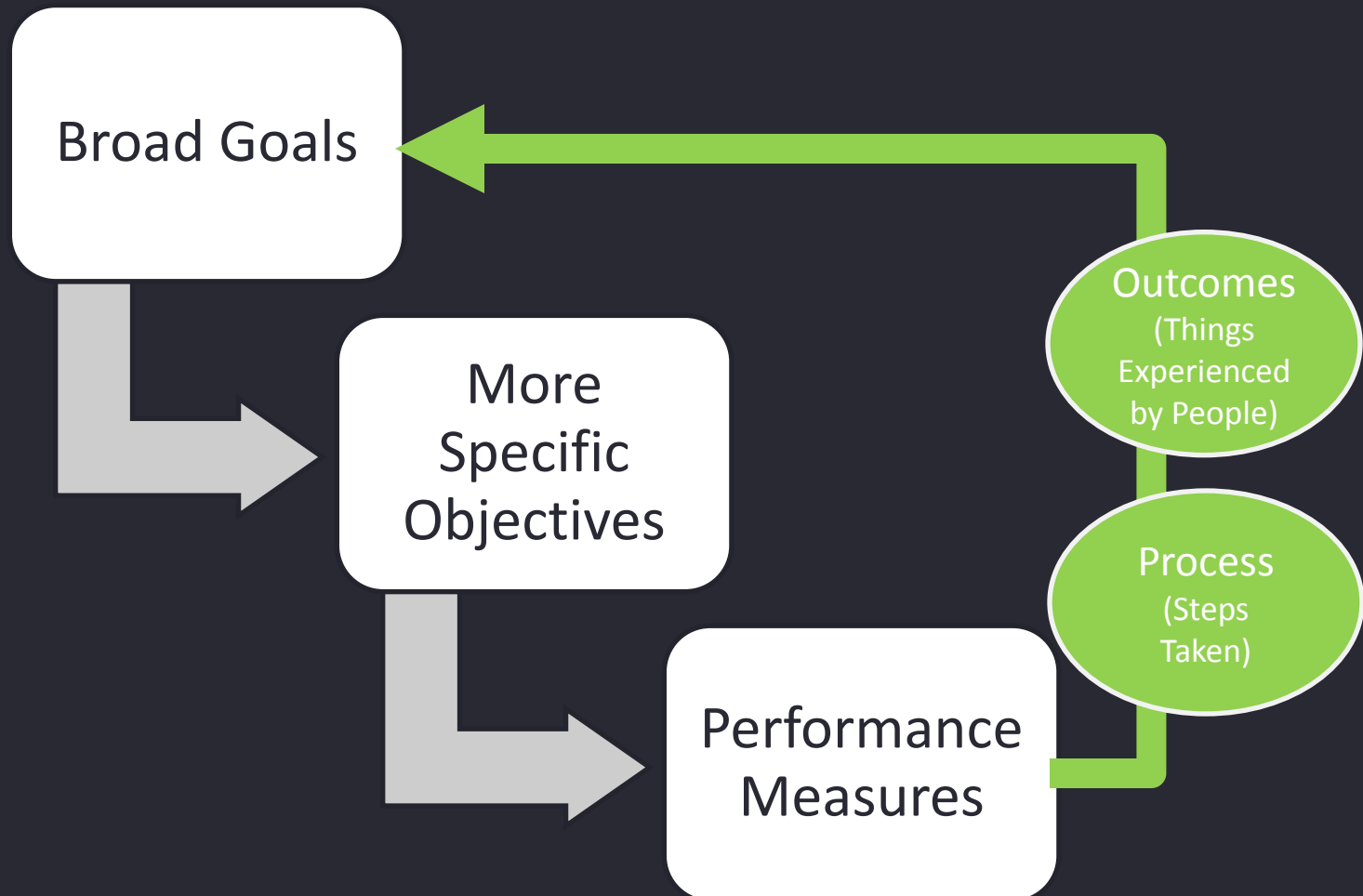
Federal Highway Administration

# Performance



# Measures

# What does a 'performance measure' measure?



# Common Outcome-Oriented Performance Measures

- Is it getting SAFER?
  - Serious injuries and fatalities going down
- Is a network being built?
  - Projects or miles of facilities
- Are more people walking? Are more people biking?
  - Counts, surveys, etc.



A black and white photograph of a meeting. Several people are seated around a long table, looking towards the left. In the foreground, a man with a beard and a white t-shirt is looking towards the left. Behind him, a woman with blonde hair is also looking left. Further back, a man in a white shirt and tie is looking left. In the background, a man in a dark shirt is standing near a whiteboard. The text 'Complete Streets Advisory Council' is overlaid in green, bold, sans-serif font across the center of the image.

# Complete Streets Advisory Council

# Act 470 (2014)

Department must:

1. ...adopt and maintain a Complete Streets Policy
2. ...make reasonable efforts to engage interested stakeholders through an advisory group to be known as the Complete Streets Advisory Council

3. ...**establish goals** to be incorporated into practical projects within the highway priority program and shall track the progress by department district.
4. ...**submit a written progress report** annually in conjunction with the department's submission of the Highway Priority Program to the House and Senate committees on transportation, highways and public works **and to the Complete Streets Advisory Council**
5. ...**shall adopt performance measures to evaluate the effectiveness of the Complete Streets Policy.** These performance measures shall include both process and outcome oriented indicators as **determined by the department in conjunction with the Complete Streets Advisory Council**

# CSAC Members

## Legislatively Named

1. DOTD
2. FHWA
3. MPO representative
4. AARP
5. Center for Planning Excellence

## Selected through application process

6. UNO Transportation Institute
7. Louisiana Engineering Society
8. Louisiana Public Health Institute
9. Local Gov't representative
10. Ride New Orleans
11. Bike Baton Rouge
12. Fit Families for Cenla
13. Monroe Advocates for Safe Streets

# CSAC Mission

- Work with the Department to adopt and maintain an up to date Complete Streets Policy that balances the access, mobility, health and safety needs of all users of the transportation system.
- Assist with the implementation of the Complete Streets policy by identifying opportunities for institutional change, including the development of performance measures and by monitoring progress through review of the annual progress report.
- Educate and engage interested citizens and stakeholders about Louisiana's Complete Streets Policy

# CSAC Activities

- Meetings at least quarterly
  - Technical information presented
    - Look at other states are implementing Complete Streets
    - Look at other states performance measures
  - “Bootcamp”
    - DOTD key personnel give overview of a section or process within DOTD
  - Subcommittees
    - Process, Outcomes and Design
    - Small group discussions on potential recommendations  
“advisory”
  - Opportunities for collaboration
    - November 2 Bike Walk Summit sponsored by Bike Walk Louisiana
    - January 19 & 20 Complete Streets Peer Exchange hosted by FHWA





# Thank You

**Ellen Soll, AICP**

Principal

Soll Planning, LLC

[ellen@sollplanning.com](mailto:ellen@sollplanning.com)

504-610-3765

[www.sollplanning.com](http://www.sollplanning.com)

